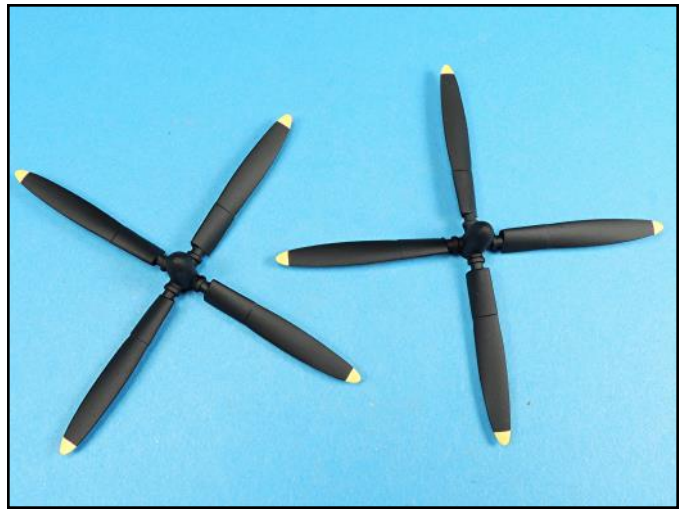


The propellers were then airbrushed flat black.



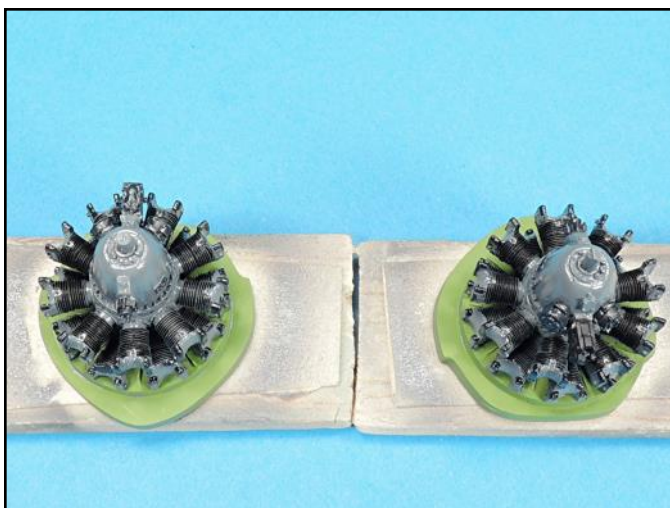
With the tape removed, the demarcation lines between the flat black and flat yellow colors are very sharp.



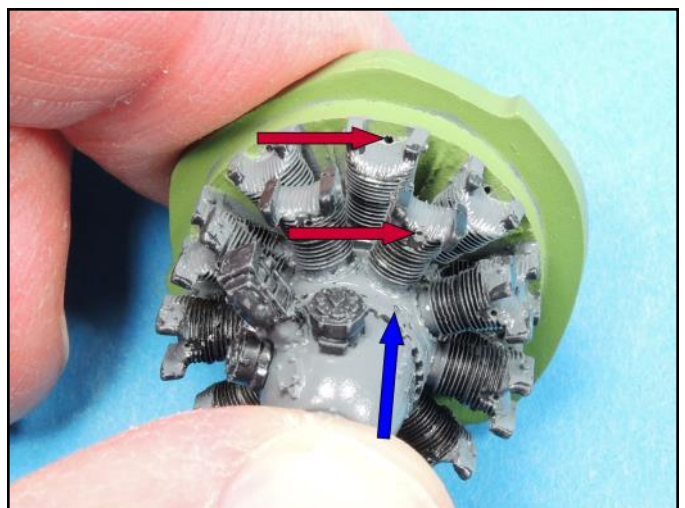
The firewalls for the engines were masked off with small strips of masking tape.



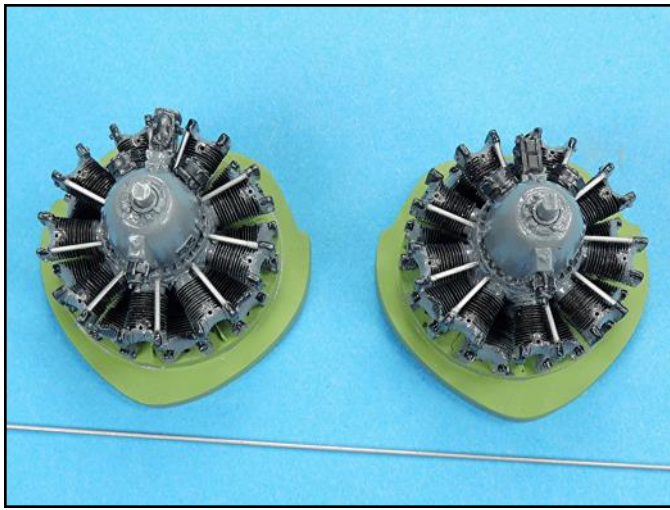
The engines were airbrushed with a gloss medium gray color.



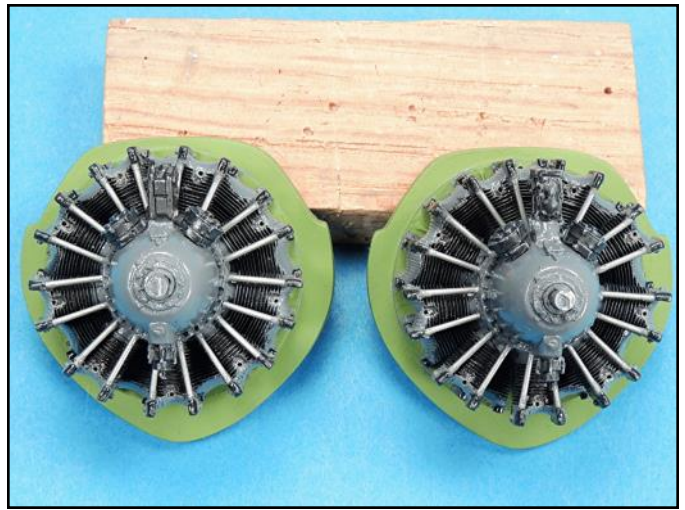
The cylinders were then brush painted with Testors gun metalizer, which seeps in between the cooling vanes of the cylinders.



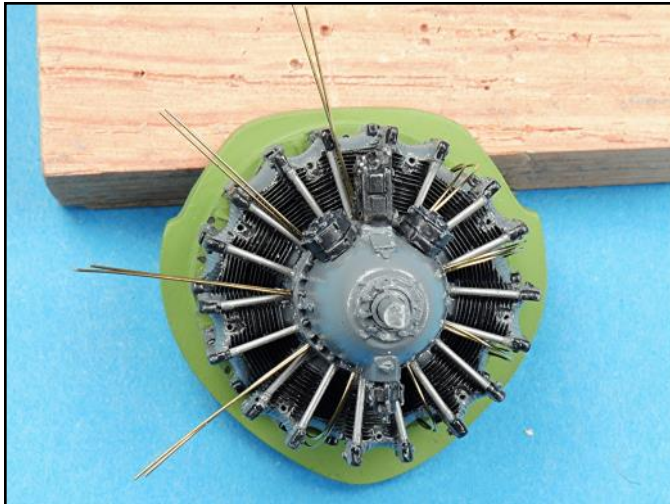
Holes were drilled between the tops of the cylinder heads on the back row and at the top of the front row of the cylinders. The Quickboost engines have holes for the wiring instead of a spark plug harness.



The Quickboost engines have no cylinder push rods. Use a .020 inch diameter plastic rod inked silver with a Sharpie to replicate these important details. Each cylinder gets two push rods, and the tops are located under the rocker arms.



With the push rods complete, it's now time to start wiring up the engines.



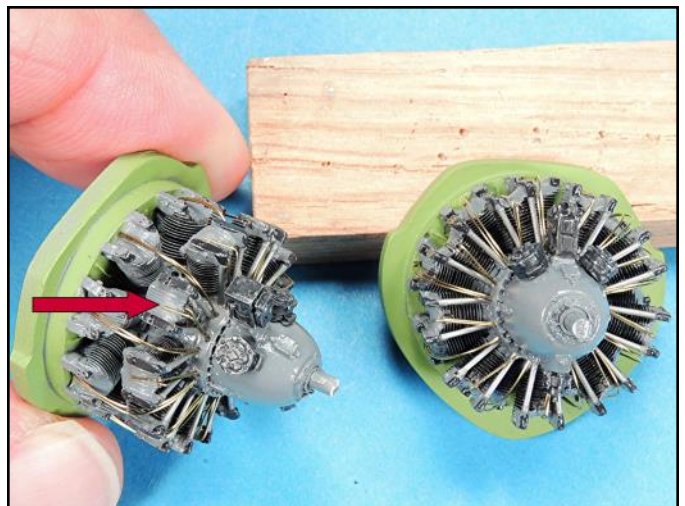
Brass beading wire (34 gauge) was stretched to make it stiff. Lengths were inserted into the holes for the rear row of cylinders first.



Note how the brass beading wires are curved for the back row of cylinders.



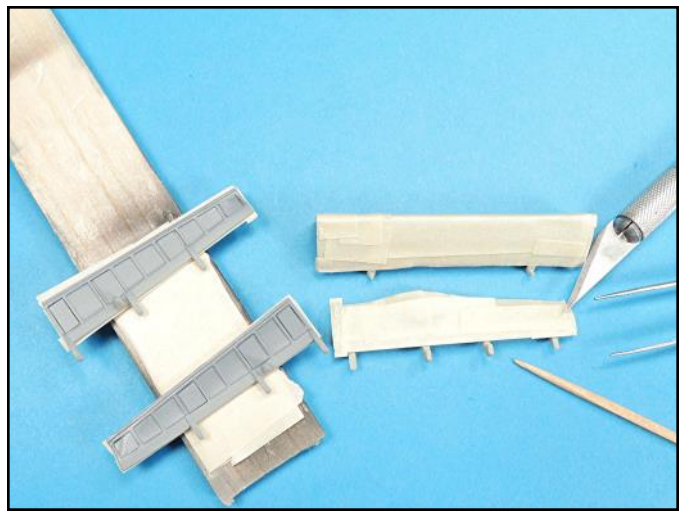
With the back row of cylinders on both engines complete, it is time to add the spark plug wires to the front rows.



One wire goes into the small hole at the top of each cylinder and the second wire attaches to the top of each cylinder. Each engine now has over 50 parts installed.



After priming the landing gear doors, some minor blemishes in the surfaces were detected. These were sanded out with sanding sticks, the surfaces polished with 0000 steel wool pads and then re-primed.



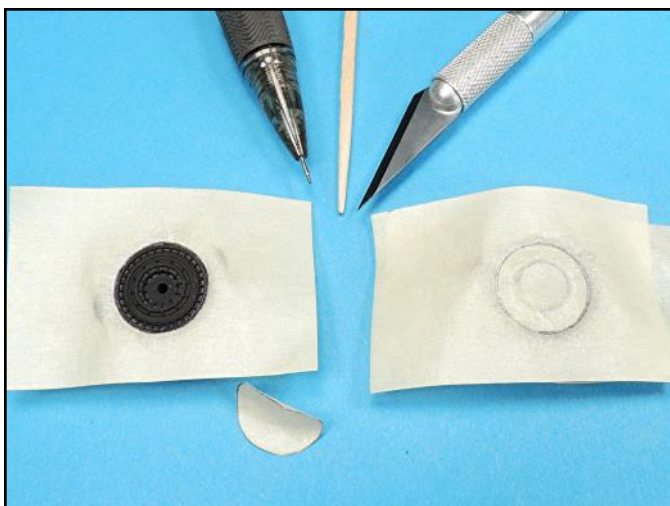
The outside surfaces of the landing gear doors were airbrushed dark gull gray. These surfaces were then masked for airbrushing the inside areas.



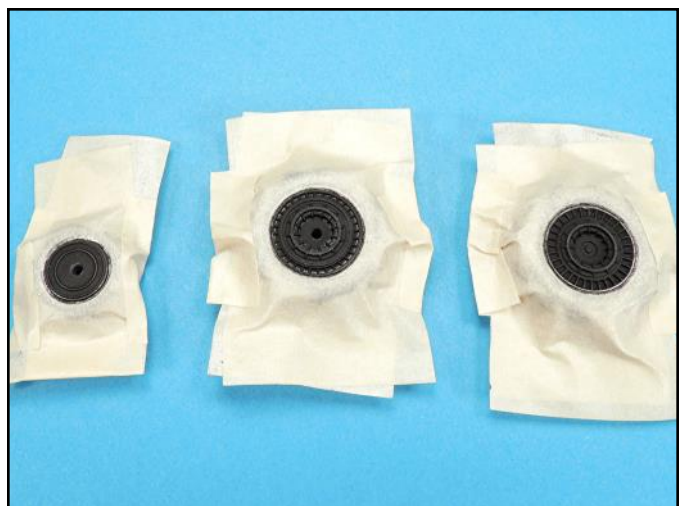
The inside surfaces of the landing gear doors and the bomb bay doors were airbrushed with zinc chromate green with some flat white adder to lighten up the base color. The surfaces were then drybrushed with silver paint.



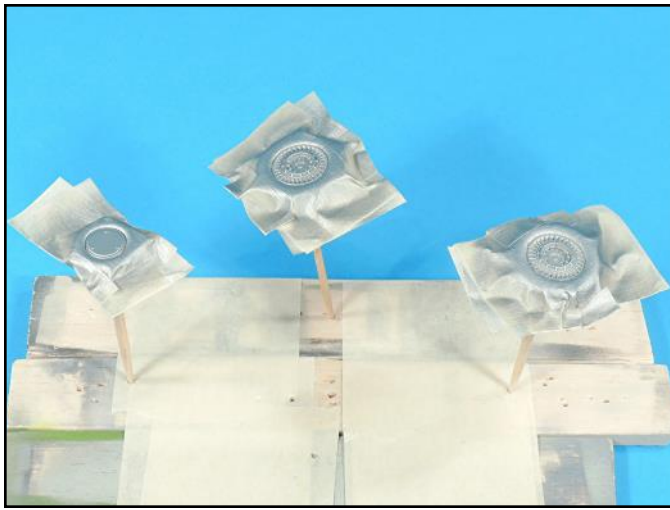
These parts are now ready for pencil pastel weathering.



The wheels were airbrushed flat black and then masked for airbrushing the hubs a steel color. A pencil outlined the edges of each hub, which were then carefully cut out.



Both sides of each hub were masked and a round toothpick inserted in the axle opening so that both sides of each wheel could be airbrushed.



The steel color is pretty loud, but once the hubs get a coat of pencil pastel dust and they are sealed with a flat clear coat they will look better.



Any steel color bleeding onto the tires was fixed with a .1mm drafting pen.



The landing gear parts are now ready for weathering, and installation.



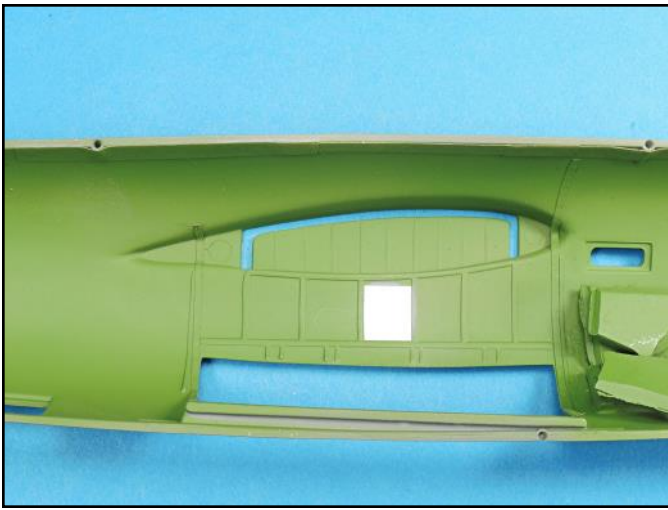
To improve the appearance of the rear gun hatches, they were glued into place from the inside. The surfaces were primed and thin beads of white glue applied along the seam lines to reduce the size of the gaps.



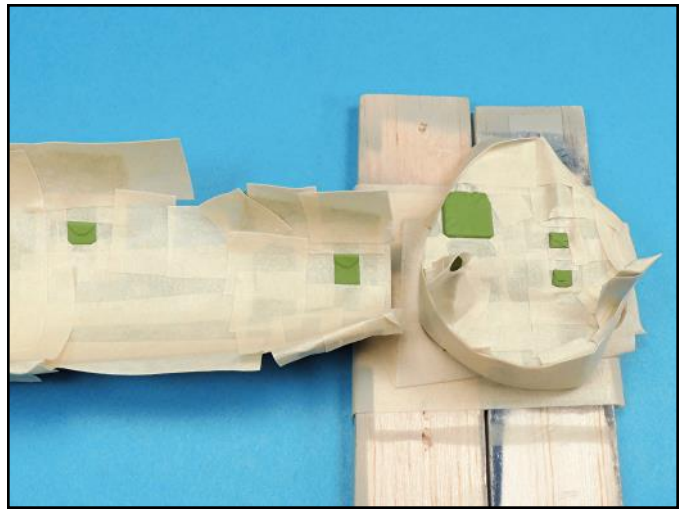
The fuselage interiors were masked in areas where parts would be glued into place.



The same zinc chromate green color that was used on the landing gear doors (slightly lightened) was airbrushed onto all the required parts. Other parts also received their base colors.



A mold punch out was missed on the left fuselage side, so a piece of plastic covered it and then the area was airbrushed.



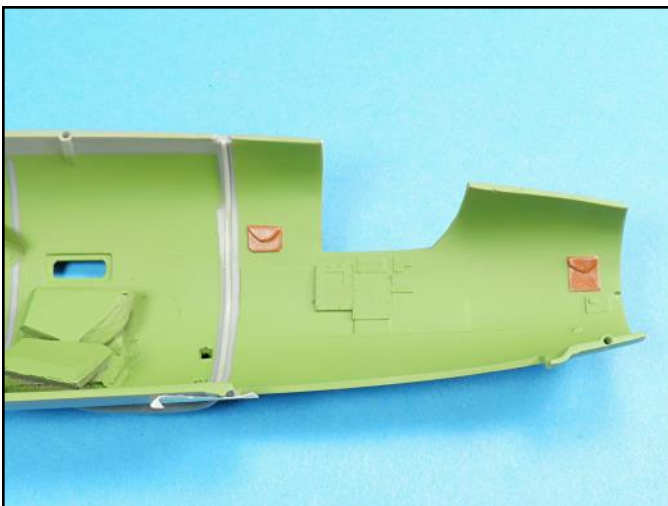
Strips of masking tape were applied around the surface details that would receive a leather color. Larger sections of tape filled in the areas around each raised detail.



Note how the seat cushion for the bombardier is masked off.



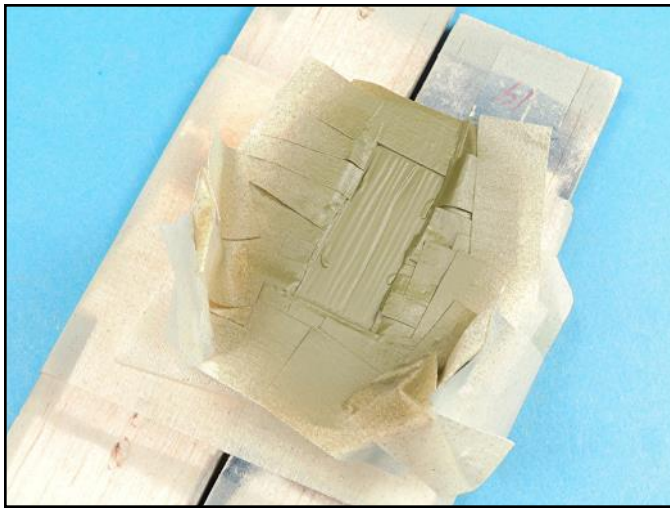
The leather color is a bit shiny, but this will get toned down with the dry brushing of a lighter color.



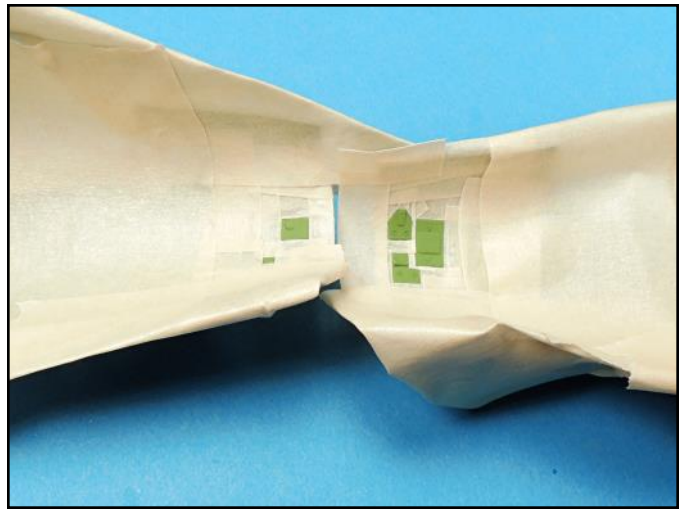
Note the sharp demarcation lines between the colors.



The canvas curtain will get airbrushed olive drab with some flat white added.



Before airbrushed the canvas color, be sure the masking tape is snug around the raised surface that outlines the edges of the canvas.



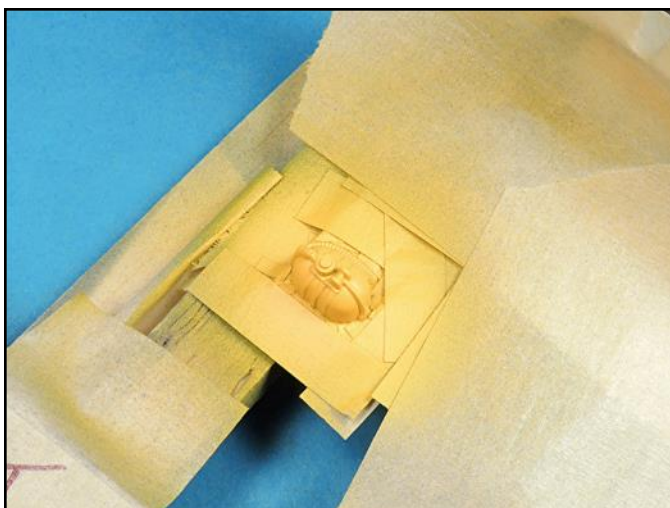
The electronics boxes on the side areas of the fuselage are shallow, so mask them carefully.



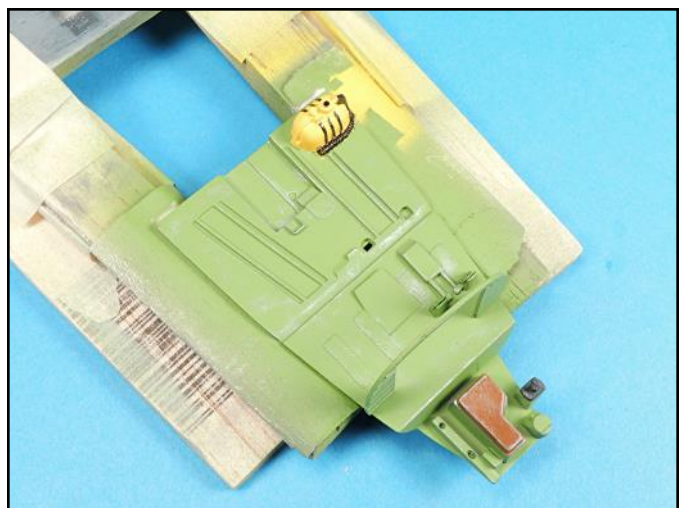
The electronics boxes were airbrushed flat black and the surface details picked out with flat white. The flat white paint was applied with the tip of a round toothpick.



Small strips of masking tape were applied around the perimeter of the floor oxygen tank.



The tank was first airbrushed flat white and then flat yellow.



The details were picked out with a .1mm drafting pencil; however, this did not work very well. Luckily the oxygen tank will not really be seen once the fuselage halves are closed up.



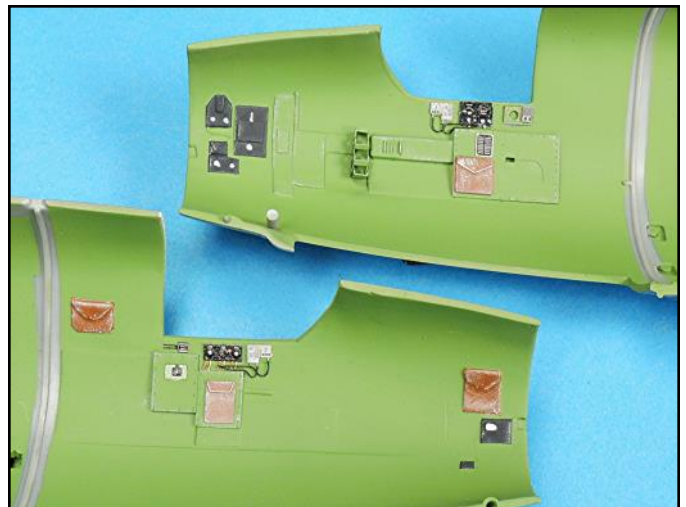
The cockpit bulkhead looks pretty good.



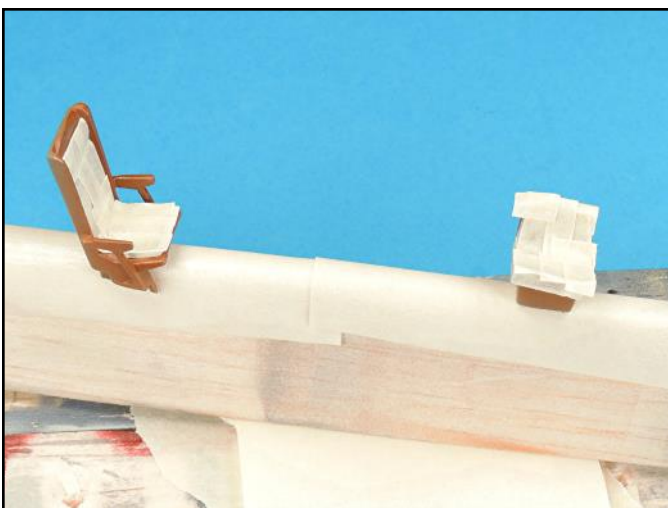
The fire extinguisher was masked off and airbrushed flat red. Then the handle and cone were painted flat black.



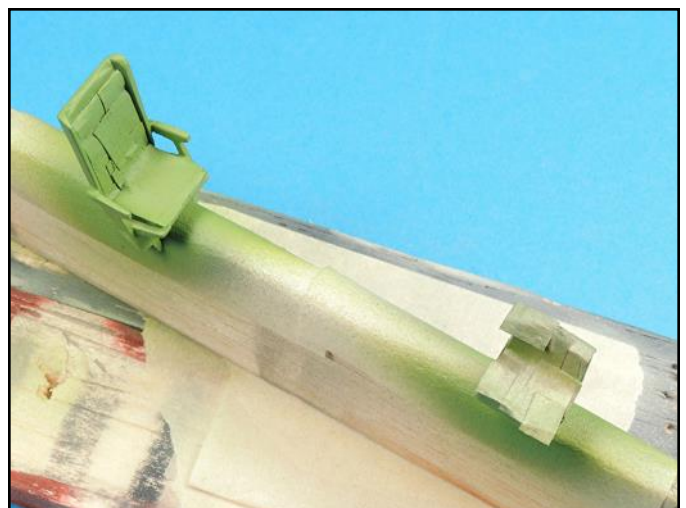
The airbrushing of the cockpit bulkhead is now complete.



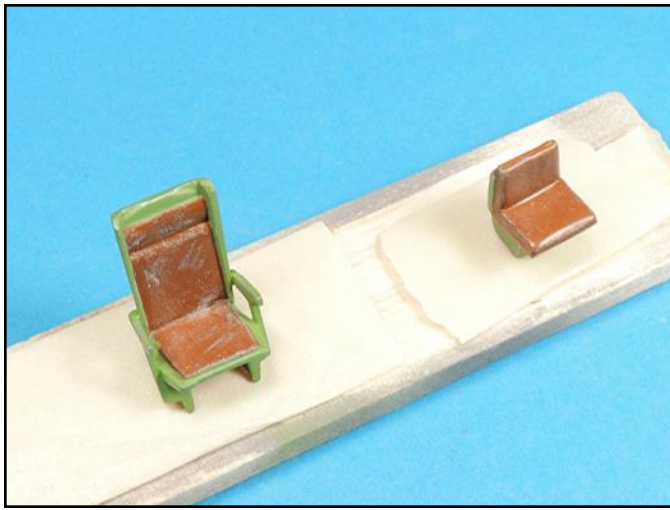
The metal details on the fuselage sides were drybrushed with Testors silver and the leather was drybrushed with light gray. The Eduard pre-painted photoetch parts were then added.



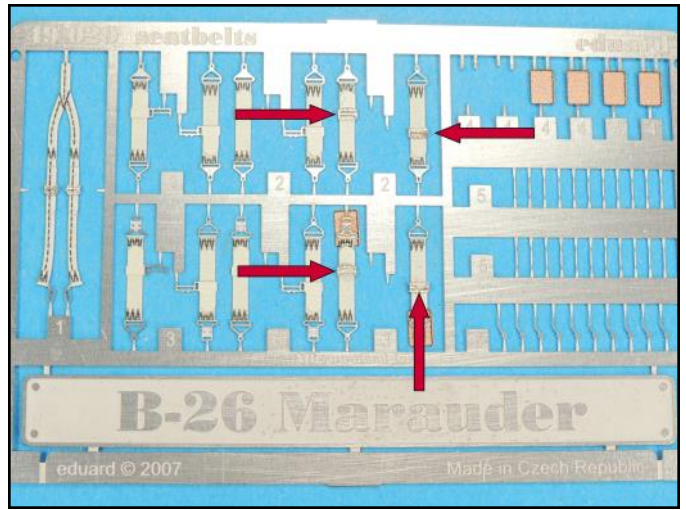
The seat cushions were carefully masked after their base coat of Testors leather color was airbrushed onto them.



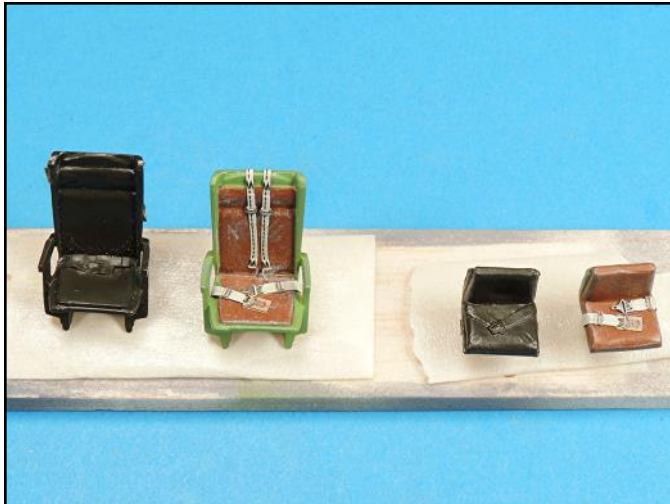
The seat frames were airbrushed the same color as the rest of the interior.



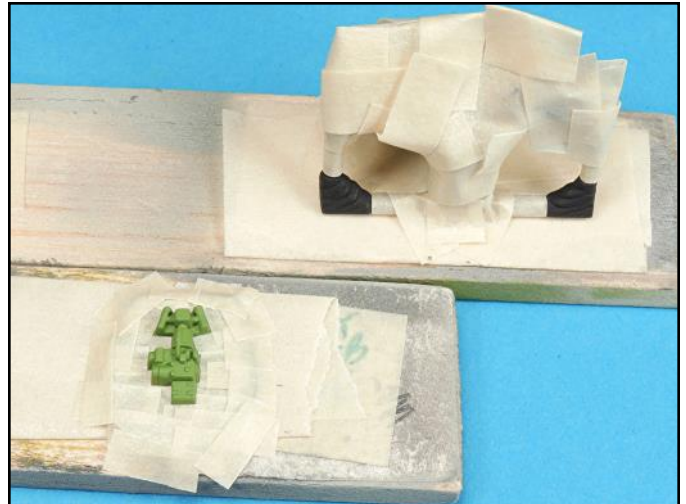
The seat cushions were then drybrushed with light gray.



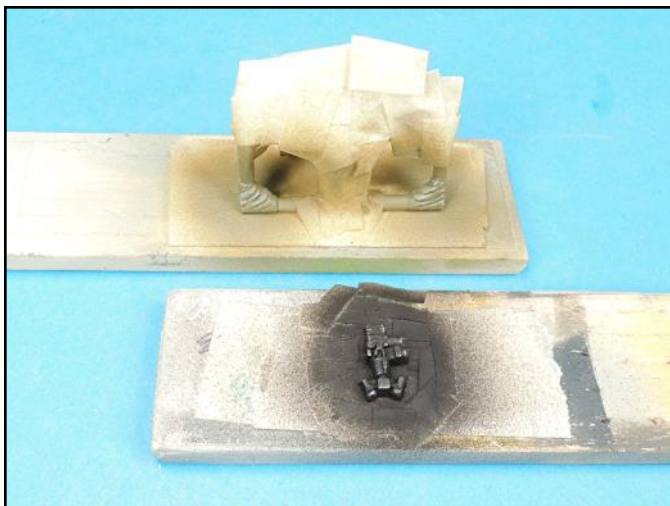
The Eduard pre-painted seat belts were assembled while they were still on their trees. This makes bending the small parts and then adding the additional small details much easier.



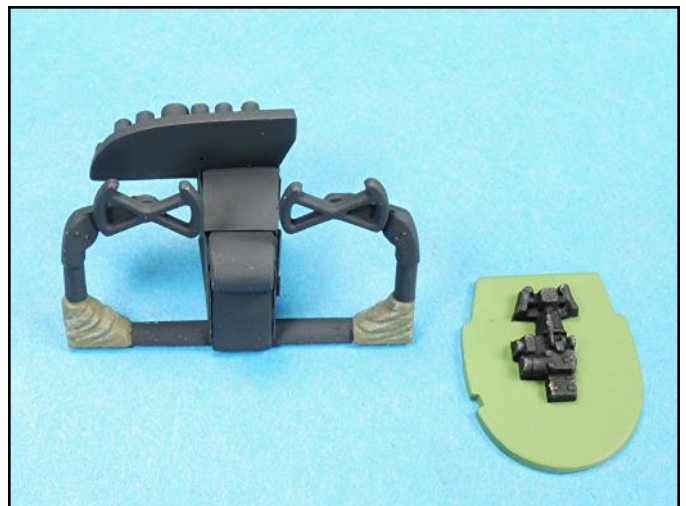
With the pre-painted seat belts installed, the cockpit seats look much better than the kit supplied seats.



The rear gunsight control and the canvas coverings for the control columns were carefully masked with tiny lengths of masking tape.



The rear gunsight control was drybrushed with silver paint and the canvas was drybrushed with flat white.

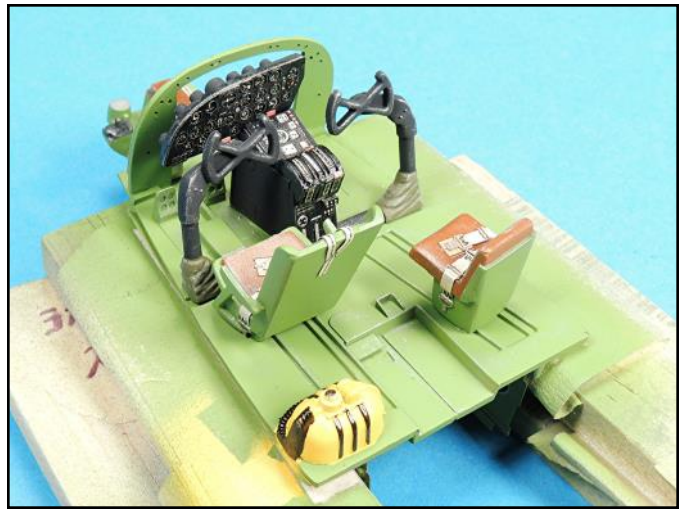


Note the sharp demarcation lines between the colors.

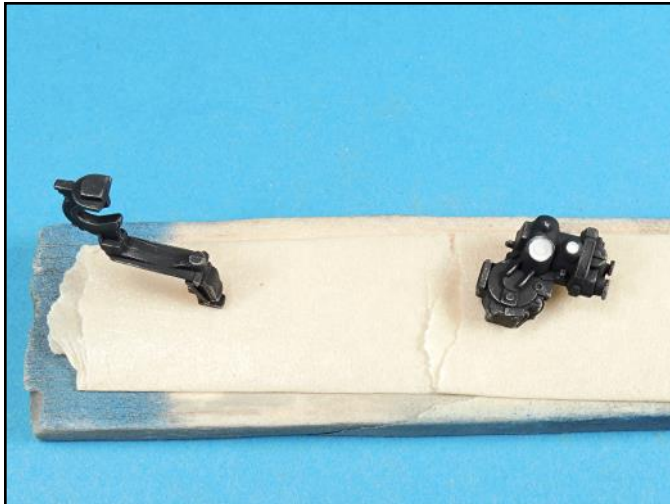




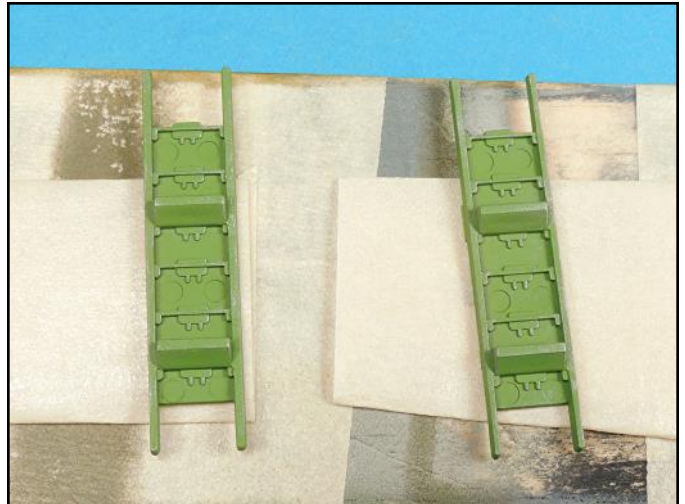
The Eduard pre-painted photoetch parts were attached using slow set super glue so that they could be properly positioned. The slow set glue provides about 5 to 10 seconds of working time before it dries.



The cockpit parts have been attached and all that is left are the engine levers, which will be added later. Tiny holes were drilled into the back of the instrument panel at each instrument location for wiring.



The Norden bomb site was drybrushed to enhance the surface detail and then a round toothpick was used to add additional colors.



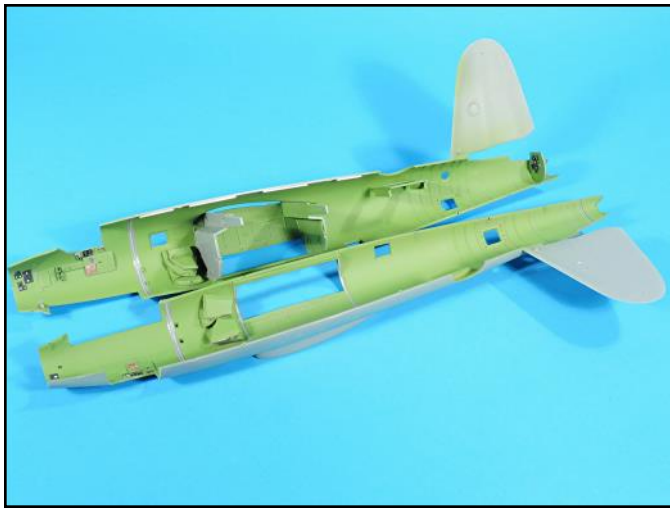
The bomb racks were also drybrushed with silver paint to enhance their appearance.



The turret has been airbrushed and detail painted.



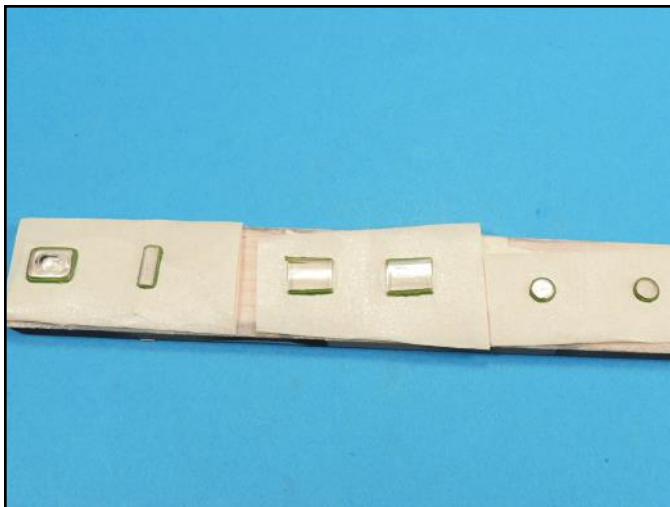
The cooling jackets were lightly drybrushed with silver paint and then the remaining parts for the turret were attached. The clear part was attached with tiny drops of white glue.



One last check of the interior to be sure all the details have been added.



There is a slight misalignment between the left and right fuselage halves. I chose to have the bottom of the fuselage halves line up and then sand and shape the upper surface.



The edges of the clear parts were painted zinc chromate green so that the white glue would stick to these parts better.



Each clear part was set in place and a bead of white glue applied around the perimeter of each part.



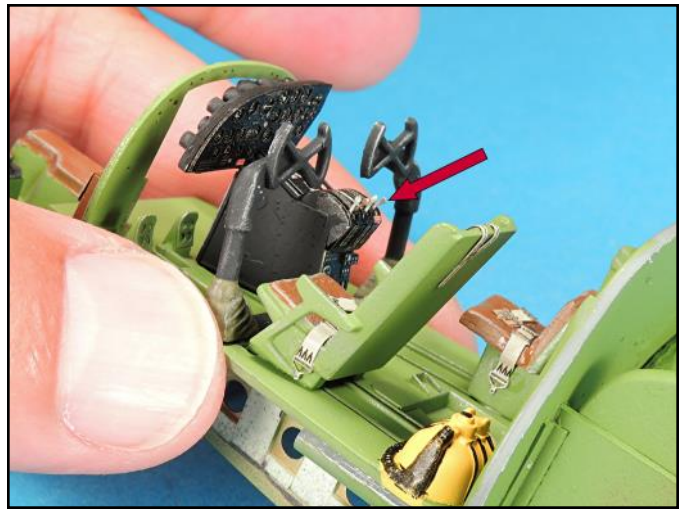
The cockpit is now almost complete.



The cockpit assembly gets one final fix check.



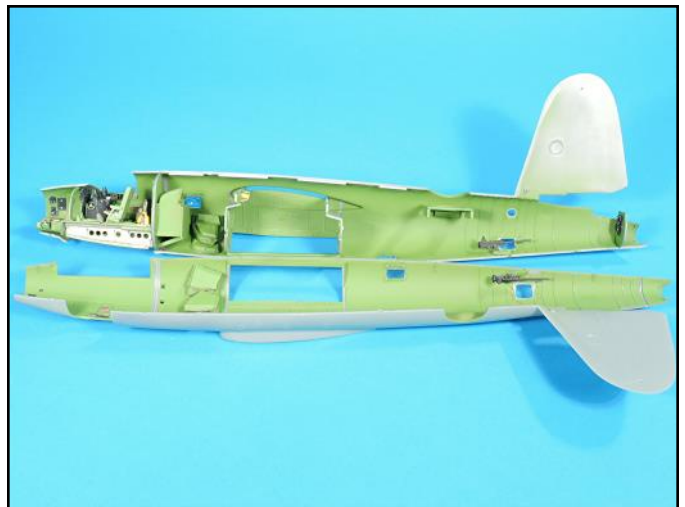
The back of the instrument console can be seen through the nose glass, so wiring was added to the instrument backs to add another level of detail.



A drop of white glue was applied to each engine lever location and then these tiny photoetch parts were positioned one at a time. The tips will be painted black, red, and white with the tip of a round toothpick.



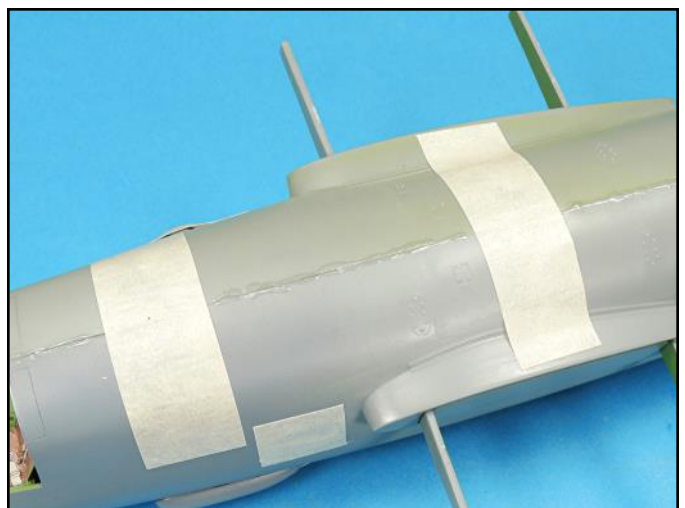
The trim wheel was added to the side of the console and then the cockpit assembly was glued into place.



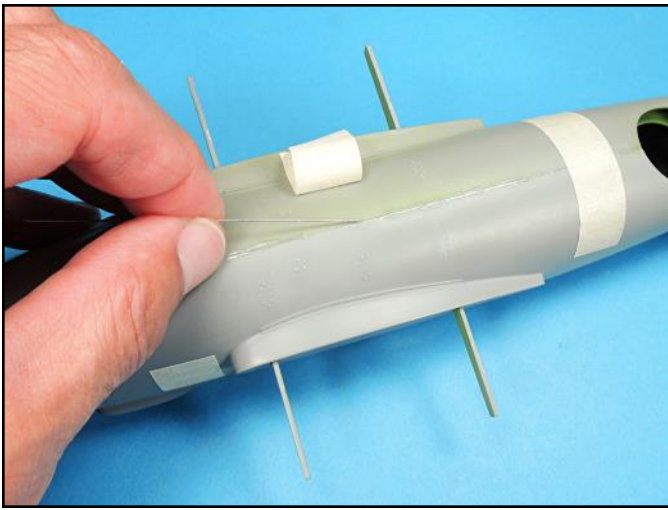
The aft guns and then the aft bulkhead were glued into place.



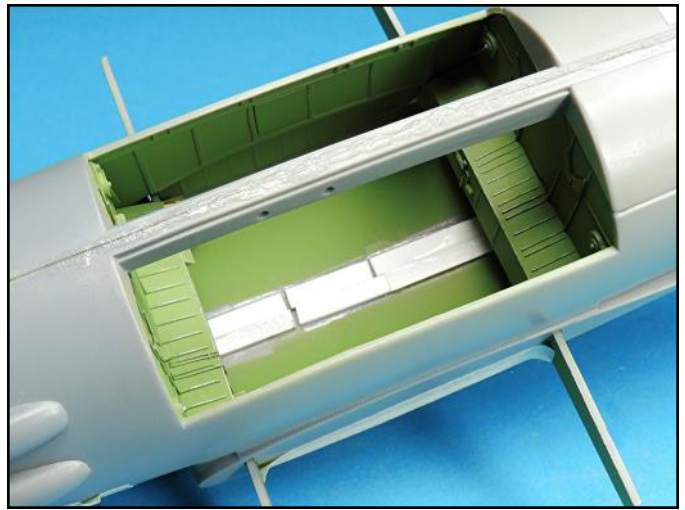
The fuselage halves were positioned with masking tape and beads of super glue applied along the seam lines.



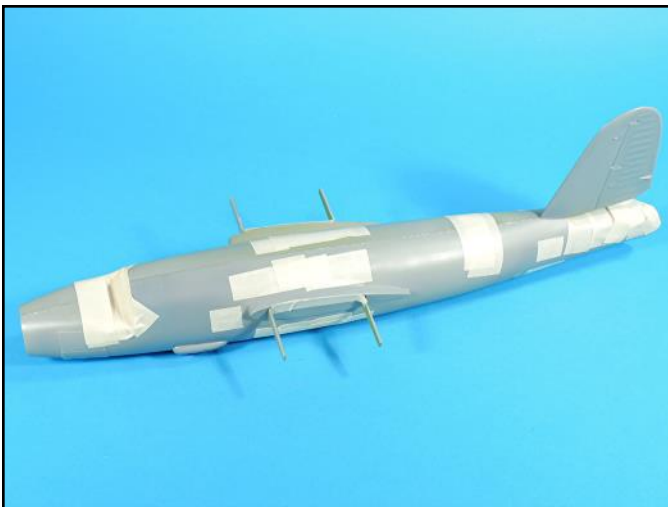
Note the amount of super glue applied to the top seam line. The upper positioning pins should have been removed so that the fuselage halves would get a better fit.



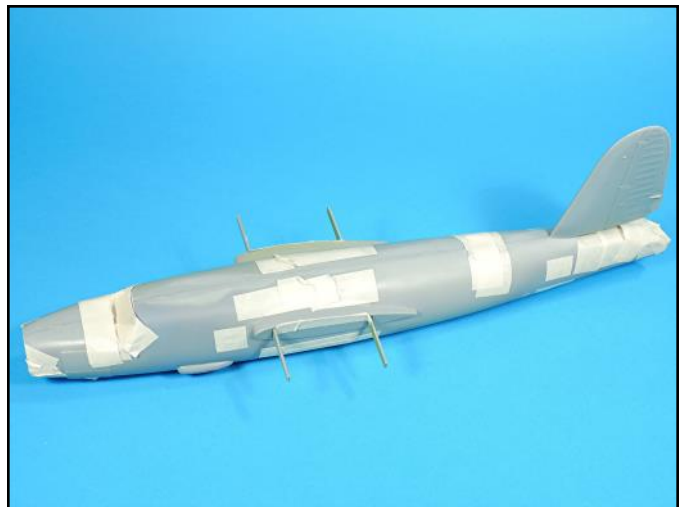
With the masking tape peeled back, additional super glue was applied at these locations using a .018 inch diameter wire.



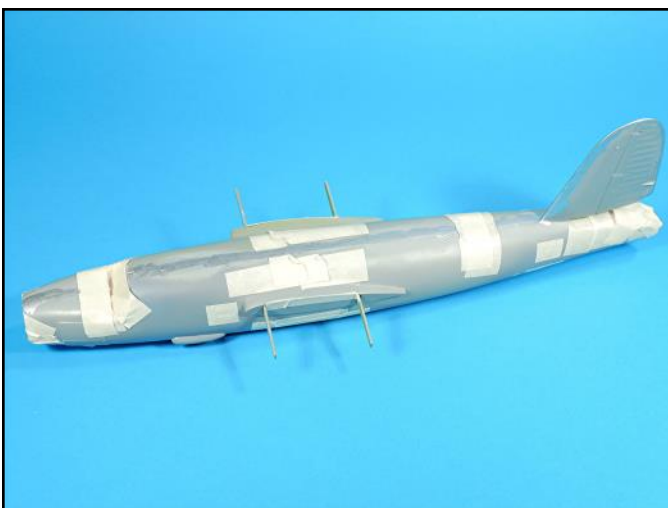
Reinforcing strips were added to the inside area of the bomb bay to add strength to the seam line. This will prevent it from cracking due to the amount of weight located in the fuselage. The wing insert will hide these strips.



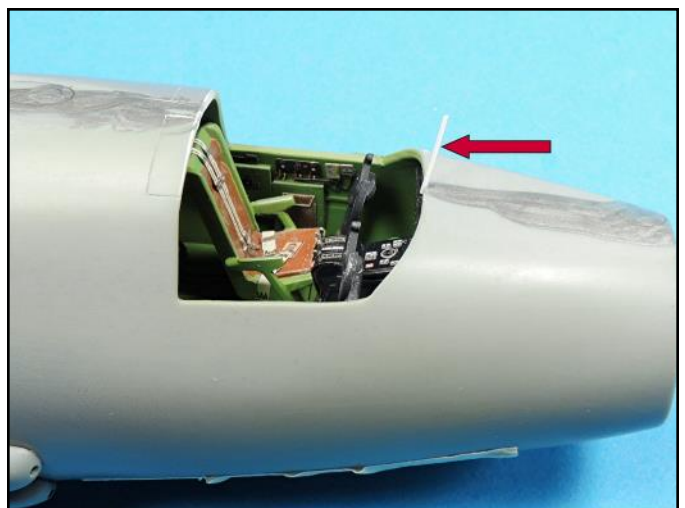
With the openings sealed to keep sanding dust out, the seam line was scrapped and sanded smooth. The upper masking tape strips cover the surface detail.



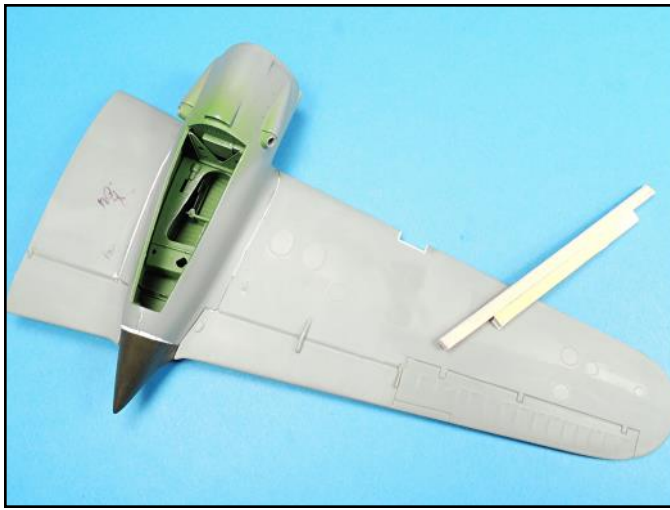
The misalignment of the upper fuselage seam line required a lot of filling and sanding. The two hatches on the upper fuselage were sanded off because they were badly misaligned. They will be replaced with photoetch parts.



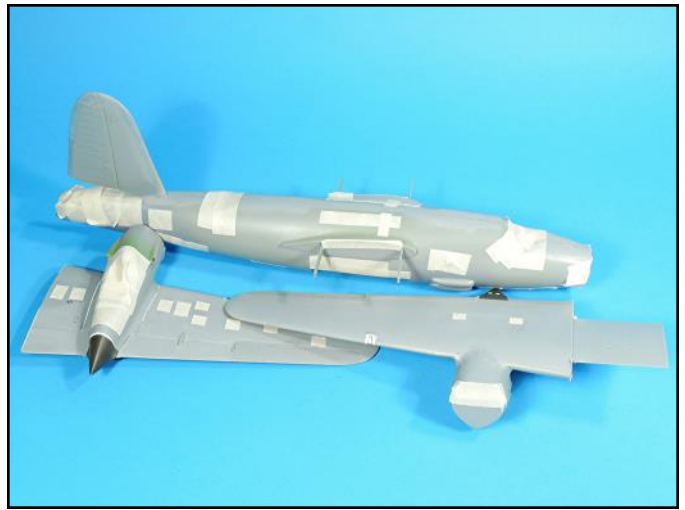
Several silver paint applications and more super glue were required to get the seam fixed.



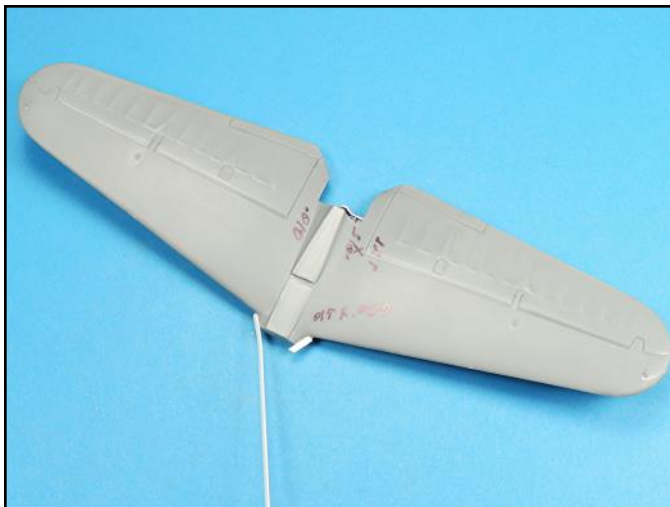
A length of .010 x .020 inch strip was super glued into place to fix the tiny void at this location.



Micro sanding sticks were used to remove the remaining raised panel line detail.



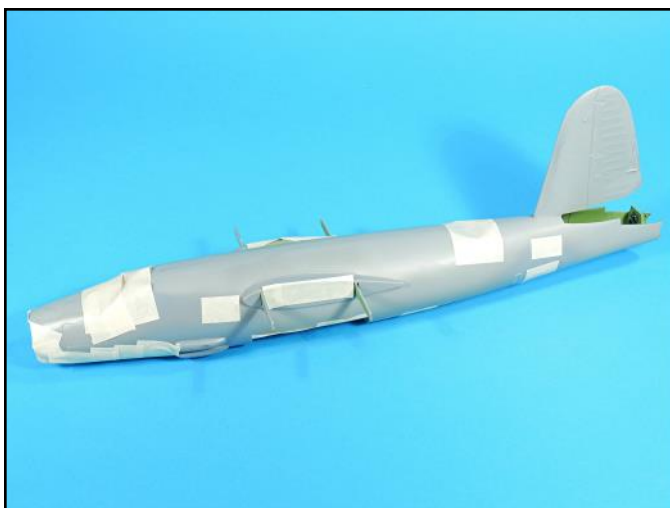
The fuselage and main wings are now ready for assembly.



Small strips of plastic were super glued into place where the indentations are located on the elevator assembly.



The elevator assembly is now ready to be glued into place.



The interior paint color paint was carefully scrapped off where the elevator assembly attaches to the fuselage.



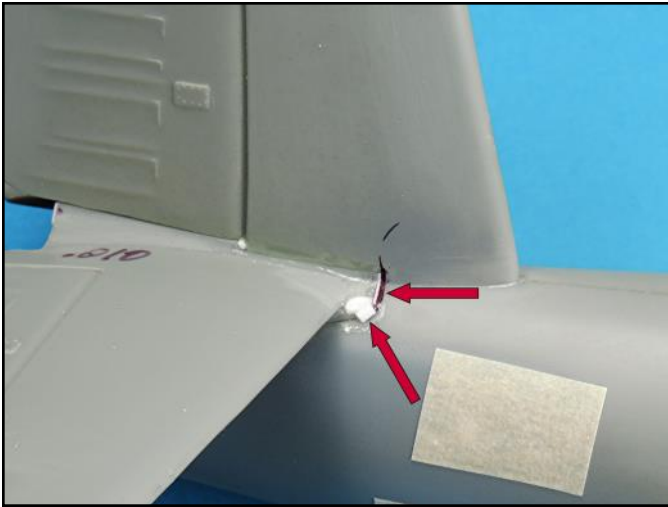
The tiny voids around the elevator assembly on the right side will have to be filled and shaped.



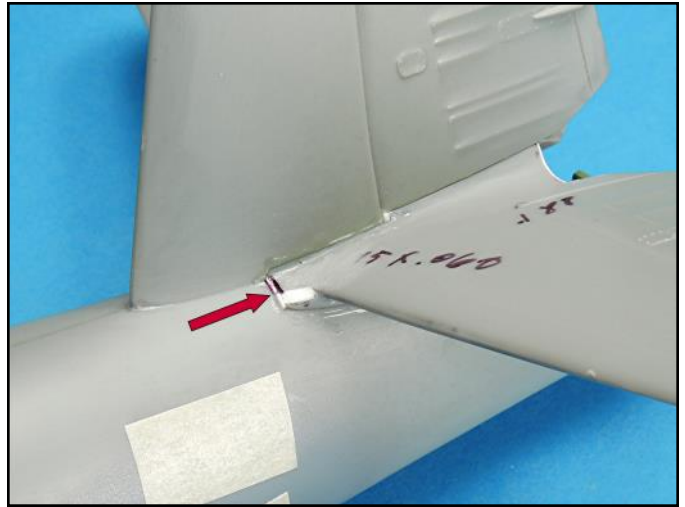
The same voids are also on the left side.



These tiny strips were added to help close up the void between this area and the aft clear part.



Tiny strips of plastic were inserted into the voids, super glued into place, and then trimmed.



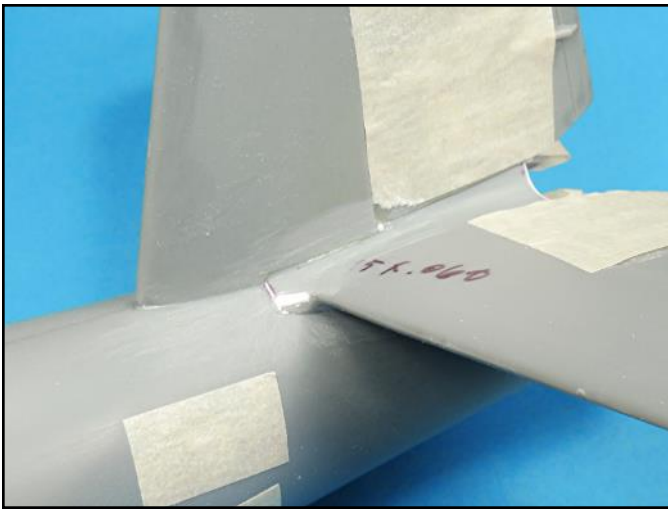
The left side was also completed the same way.



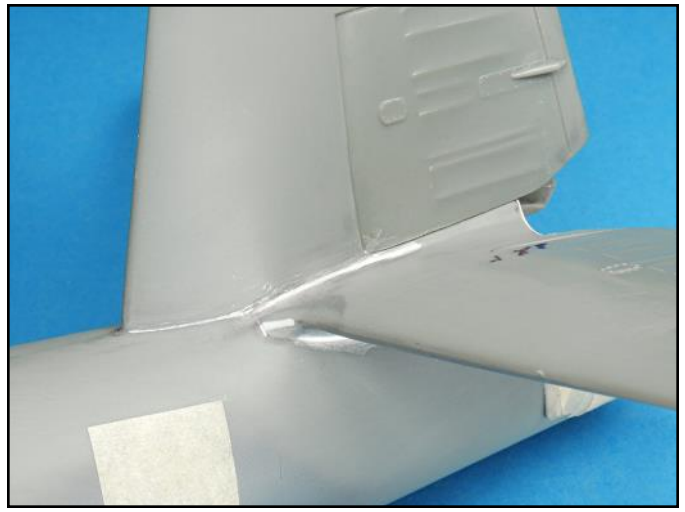
The underside seams on both sides of the elevator assembly were not bad so they were filled with super glue.



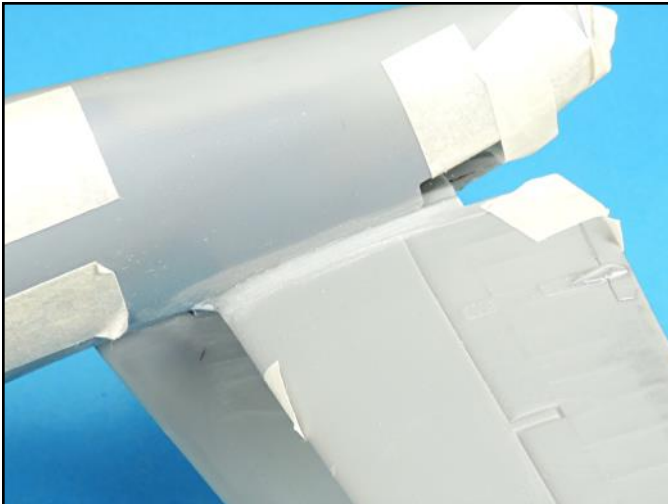
The aft lower area of the fuselage sides was thin, so a strip of plastic was added to increase the strength of the seam so it would not crack while working on the elevator.



Careful wet sanding and shaping with sandpaper wrapped around different thicknesses of balsa wood were used to shape the elevator to fuselage connection area.



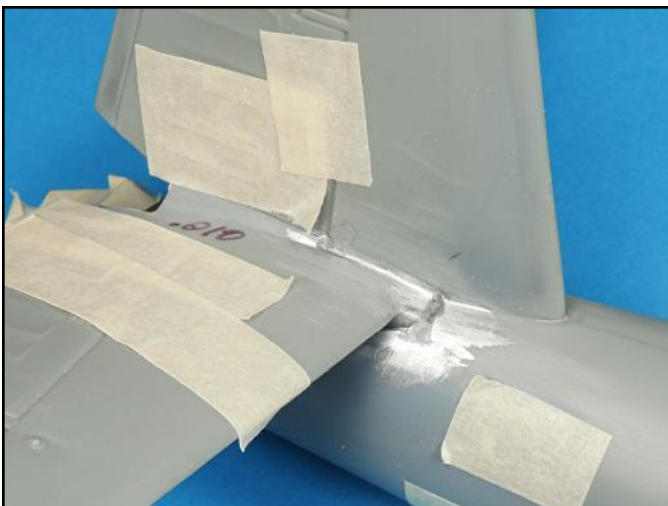
It took several iterations of checking and rechecking with silver paint and drops of super glue to finally get a smooth surface.



The undersides were wet sanded smooth with sandpaper wrapped around balsa wood.



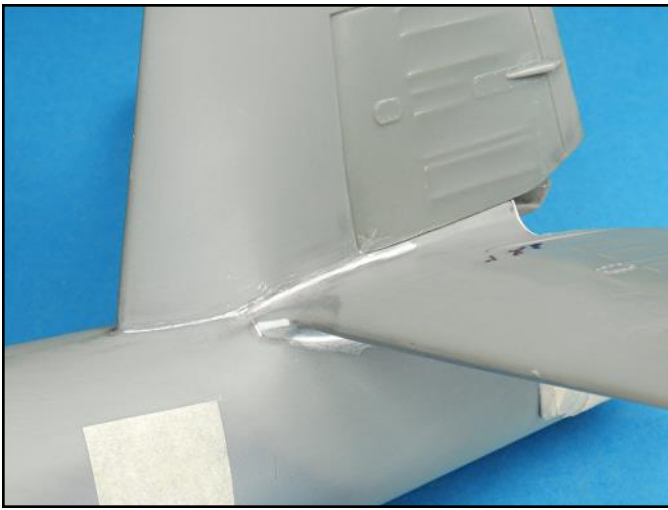
Here again silver paint helps find any remaining flaws.



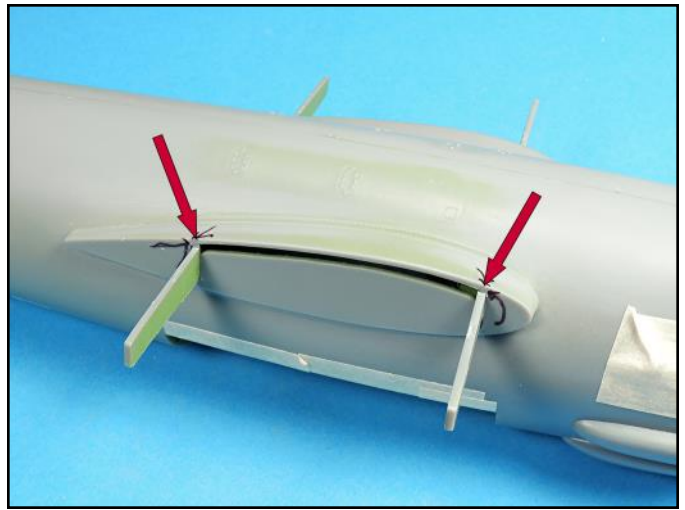
The upper right side took about the same amount of work as the left side.



The transition area is not perfect, but it is very close.



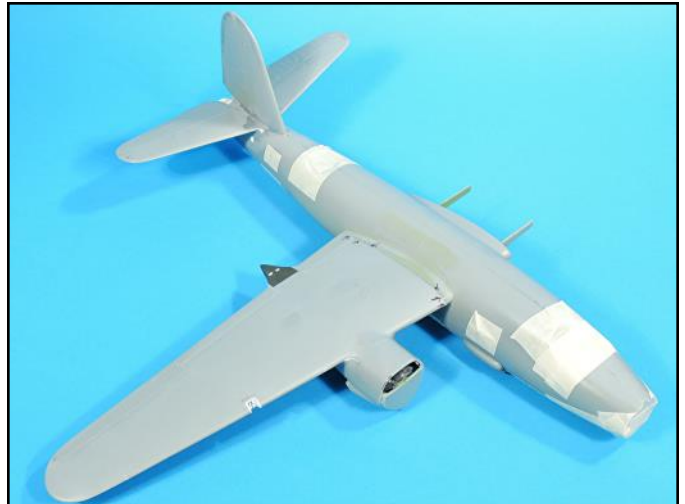
Once the seams and voids were completed, the plastic was wet sanded smooth with 600 grit sandpaper and then polished with a 0000 steel wool pad.



To get a tight fit between the main wings and the fuselage, trim the stubs on the wing supports.



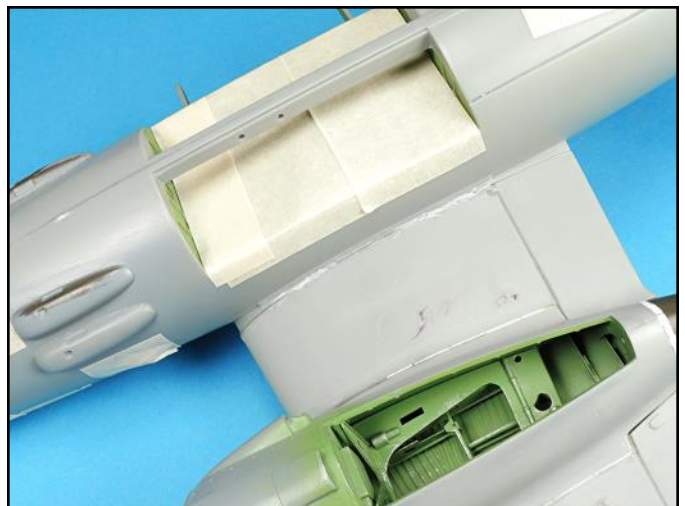
Some trimming on the upper wing to fuselage connection surfaces will also help get a tighter fit.



The right wing was glued in place first.



Several layers of super glue were applied to fill the tiny void along the upper area.

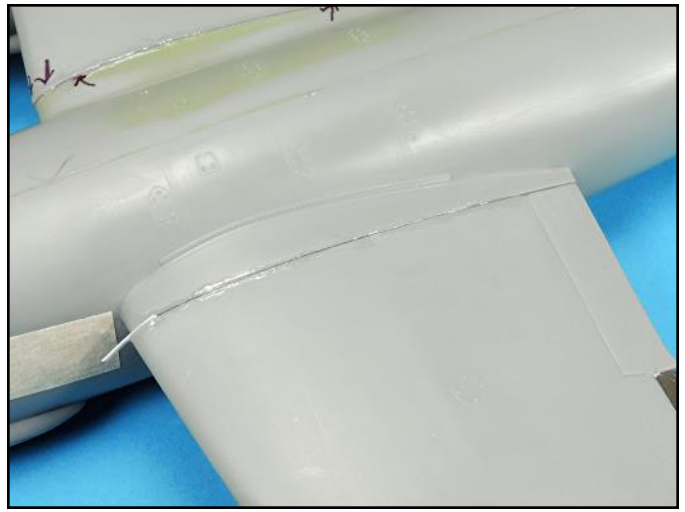


The underside of the right wing was also pretty tight and super glue filled the voids. Note the slight misalignment on the leading edge.





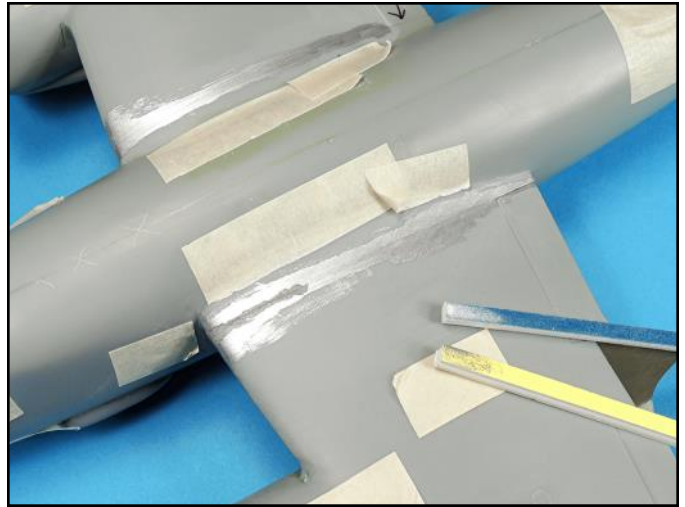
Testors red tube glue was used to set the left wing so that there was some time for positioning.



Lengths of .015 inch strips were needed to fill the void on the upper leading edge and the rest was filled with super glue. The upper wing to fuselage connection had a slight step that required some sanding.



The underside on the left wing had its entire void filled with .015 inch thick strips. Super glue was applied to both sides to seal the areas around the strips and the tiny voids between them.



Micro sanding sticks worked well to contour the area on the upper left wing.



The upper right wing seam was much easier to sand smooth.



The underside seam areas needed several applications of super glue and silver paint to fill all the tiny voids.



Note how the balsa strip ends are shaped so that the wet sandpaper can get into the tight area between the fuselage and the engine nacelle.



The plastic just needs to be polished with 0000 steel wool pads. The masking tape will remain in place until after all the steel wool residue is removed.



With the masking tape removed the upper surface is really starting to look good!



The lower surface looks good too.



Note how smooth the super glue bead line is.



It took some time to get the step smoothed out and the surface contoured on the left wing, but the seam and the area around it look good.



The underside seam area looks good.



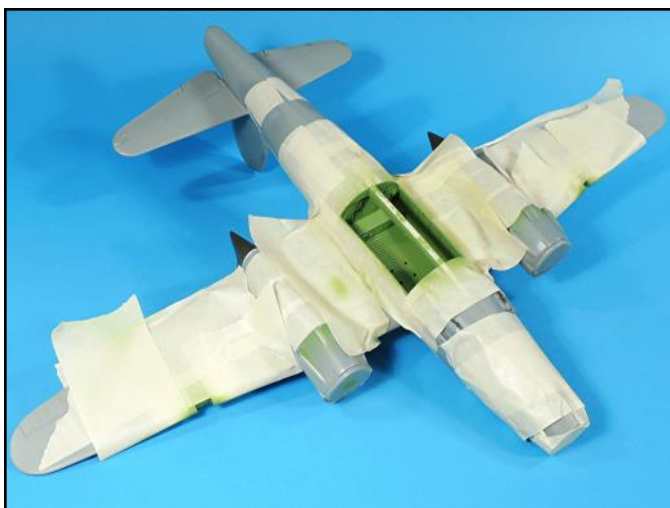
When sanding in these tight areas it is easy to create a slight trench from all the sanding so go slow and check your work frequently.



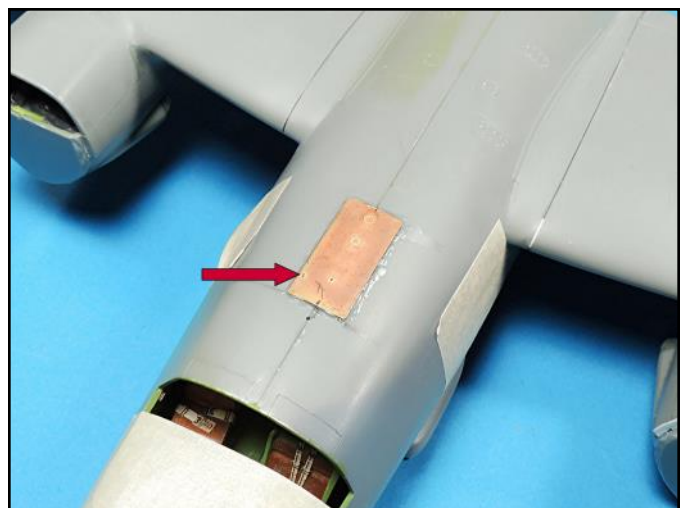
The voids inside the bomb bay areas were filled with white glue. Each application was checked with paint after it dried and more glue was added until all the voids were filled.



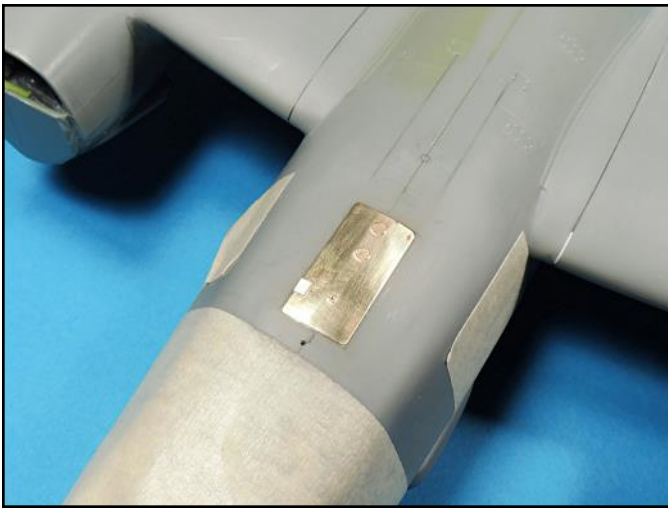
The area around the bomb bay was masked for airbrushing. The inside upper surface should have been painted before the wings were attached to the fuselage.



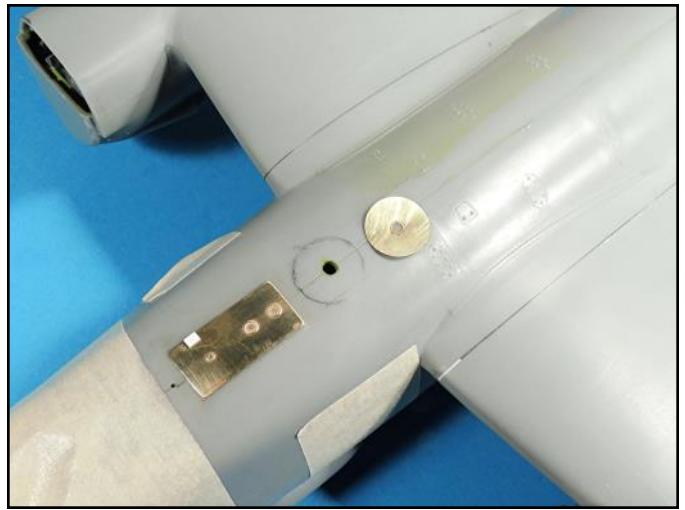
The inside area was airbrushed and the tape removed.



Eduard provides replacement photoetch parts for the two hatches on the upper forward area of the fuselage. This one had a hole in it that will need to be covered.



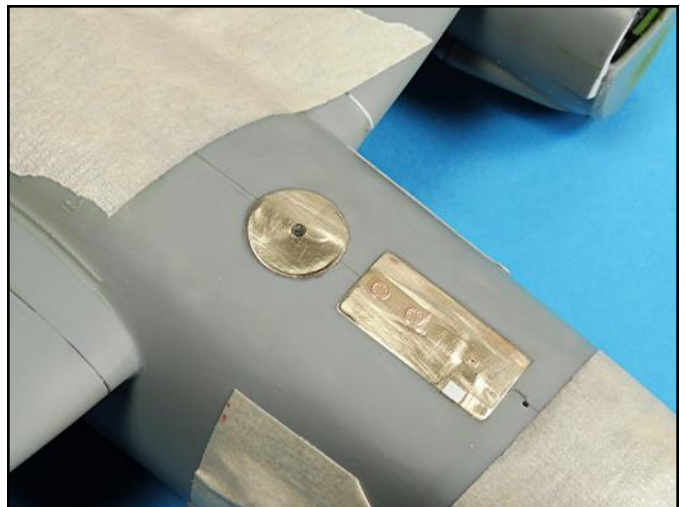
A tiny bead of super glue was applied around the perimeter of the hatch.



The round hatch out line was traced on the fuselage surface to help position it. The clear plastic part was white glued into place in the opening on the hatch.



The perimeter of the round hatch also received a tiny bead of super glue.



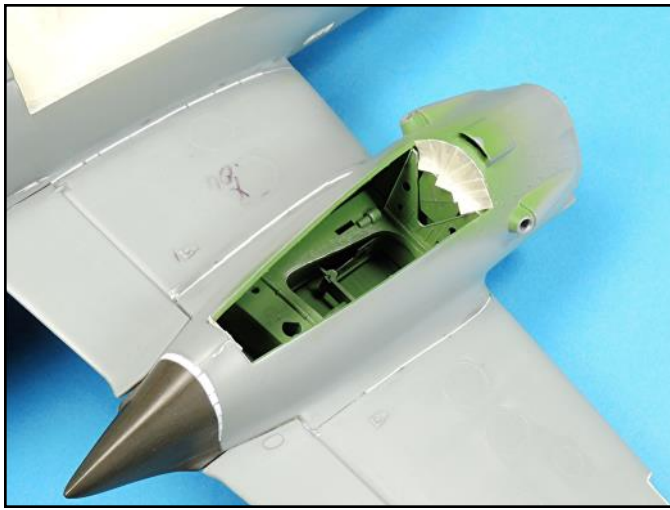
The super glue frosted the tiny clear part so it will be inked black after the fuselage has been painted.



Shaping these two photoetch parts so that they sat correctly on the fuselage was difficult. Plastic sheeting cut to shape and glued into place would have been a good alternative.



The tail skid was glue into place with Testors red tube glue so that it could be positioned. Note the pencil marks to help center the part.



Masking the landing gear bays starts with adding tiny strips of masking tape around the perimeters of the curved surfaces.



Tissue was stuffed inside the opening and then strips of masking tape were applied along the straight edges. Additional tape was then applied over the tissue to completely seal the openings.



The clear parts were masked with tiny strips of masking tape. The bomb bay was covered using the same technique as the landing gear bays.



The cockpit, the nose, turret opening, and the tail gun opening were masked using the same method as the landing gear bays.



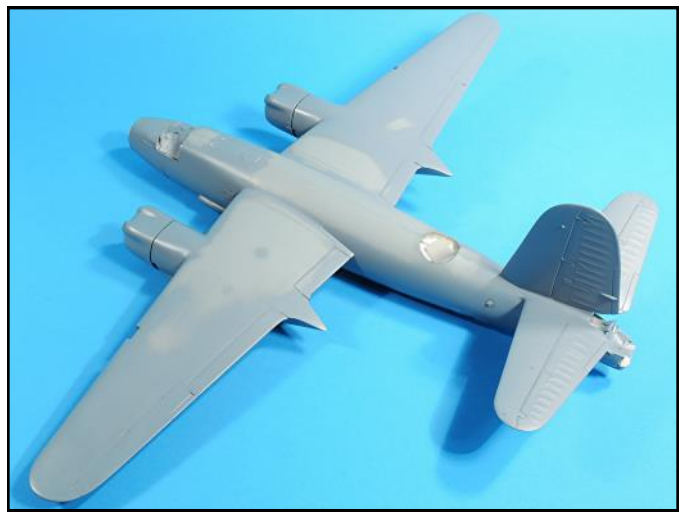
The upper surfaces have now all been masked.



A final check of the lower masking was also completed.



The insides of the engine cowlings were masked and then they were taped into place from the inside. The assembly was then primed.



After priming, imperfections in the upper surface were sanded out. Unfortunately, the surface detail that was saved during the earlier seam work was lost during the sanding process. The area was then re-primed.



The lower surfaces were airbrushed with Testors dark gull gray.



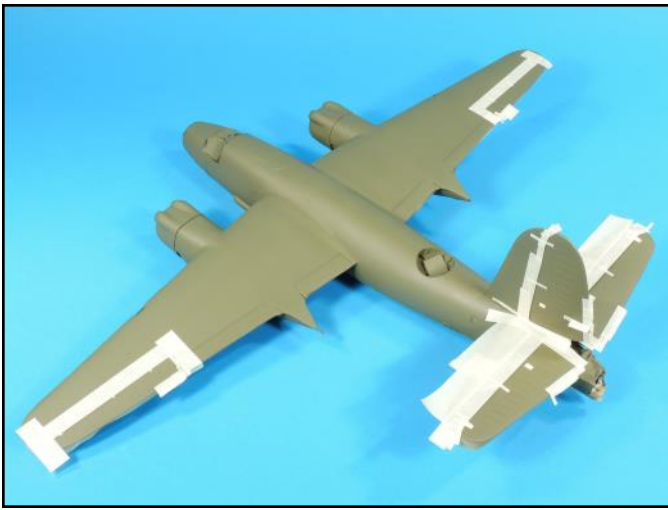
The fuselage curved masking was accomplished by creating the shapes on card stock. The shapes were cut out and traced onto masking tape so that the curves on both sides of the fuselage would match.



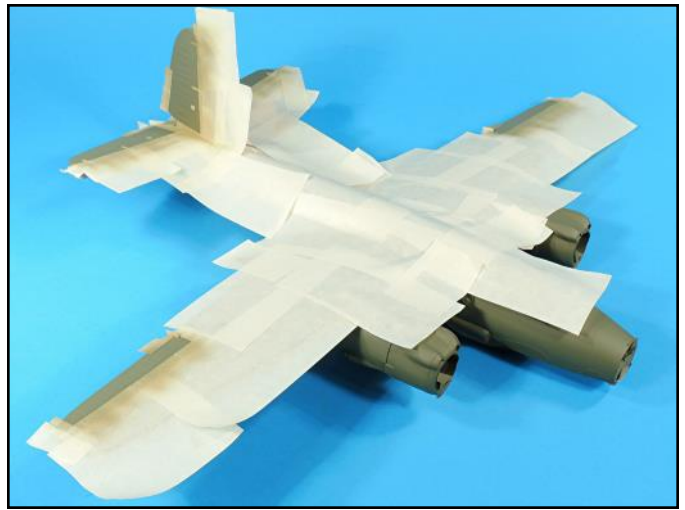
The entire lower surface area was then covered with larger strips of masking tape. Note the tape on the cowlings and the engine nacelles.



The upper surface sides of the fuselage and the engine nacelles were airbrushed with Testors olive drab color.



The fabric covered control surfaces were outlined with thin strips of masking tape.



The upper fabric covered control surfaces were airbrushed with olive drab with some flat white added to lighten up the color.



The lower fabric covered control surfaces were also masked off, and a slightly lighter shade of dark gull gray was airbrushed onto these surfaces.



The engine exhausts were masked off and airbrushed with Testors burnt umber color.



The upper olive drab surface colors look good.



Note the slightly lighter color on the fabric covered control surfaces.



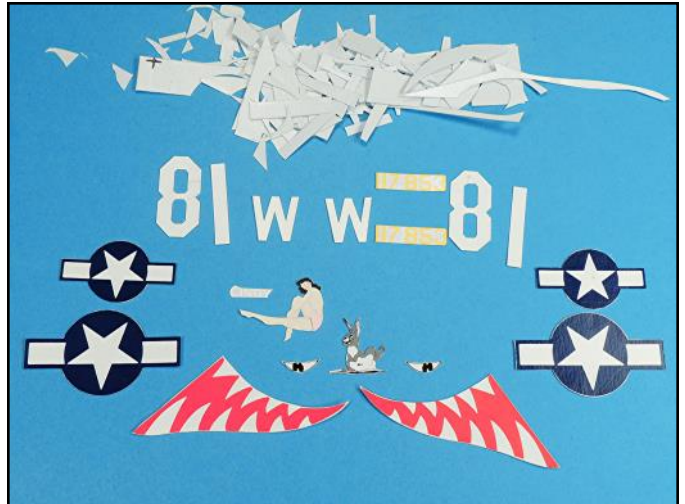
The wing light openings were masked off and airbrushed zinc chromate green.



The assembly is now ready for a gloss coat.



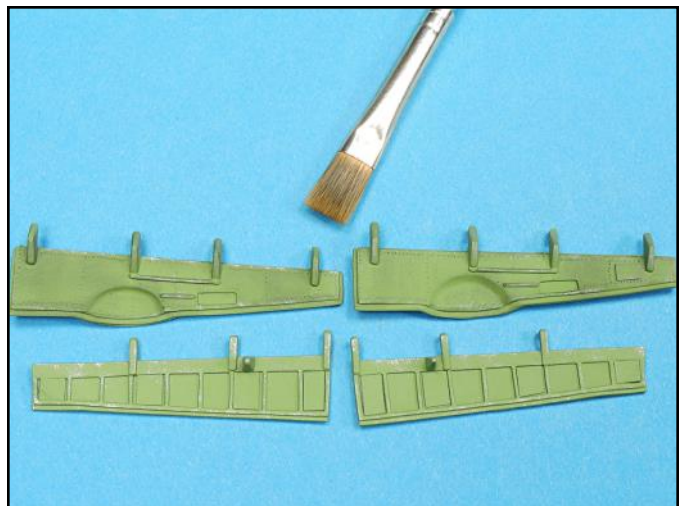
Minwax polyurethane clear gloss was airbrushed over the entire surface. Two coats were applied, and each coat was allowed to dry for 24 hours.



The secret to good decal application is to carefully remove as much of the clear carrier film from around each decal as possible.



With all the decals applied and the areas around each one cleaned up with a damp Q-tip to remove residue decal glue, the surface was then sealed with Testors dullcoat.

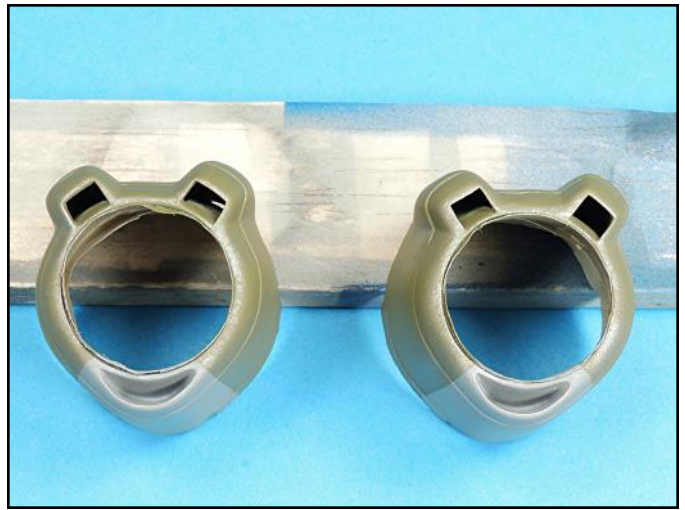


The inside areas of each landing gear door received a light coat of dark gray pencil pastel dust applied with a flat brush. The brush strokes were from top to bottom. The surfaces were sealed with dullcoat.





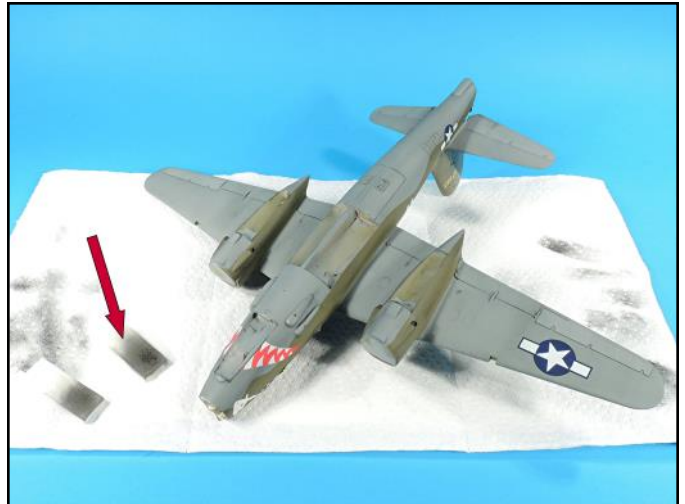
The engines received a coat of dullcoat, then they were lightly brushed with dark gray pencil pastel dust and then sealed again with dullcoat.



The leading edges of the engine cowlings were lightly drybrushed with silver paint applied with a tiny flat brush. The insides received a dusting of dark gray pencil dust which was sealed with dullcoat.



The decals were applied to the propeller blades. The edges were then weathered with a silver pencil and then sealed with dullcoat.



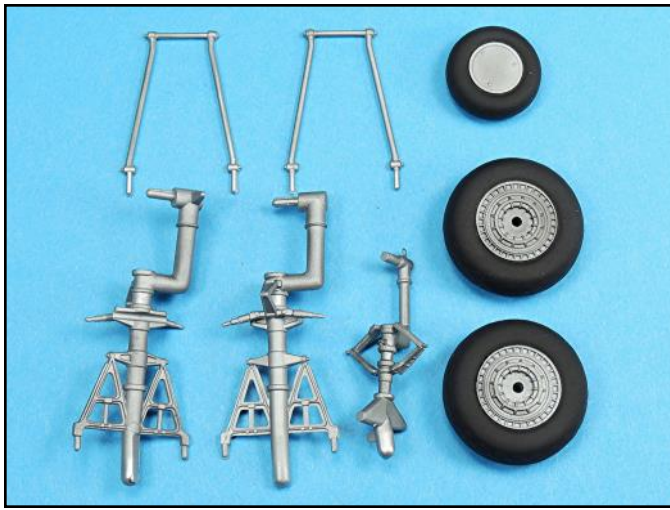
To apply a subtle amount of dark colored weathering to the underside and to slightly fade the decals, dark and medium gray pencil pastel dust was applied over the entire surface with wedge shaped makeup sponges.



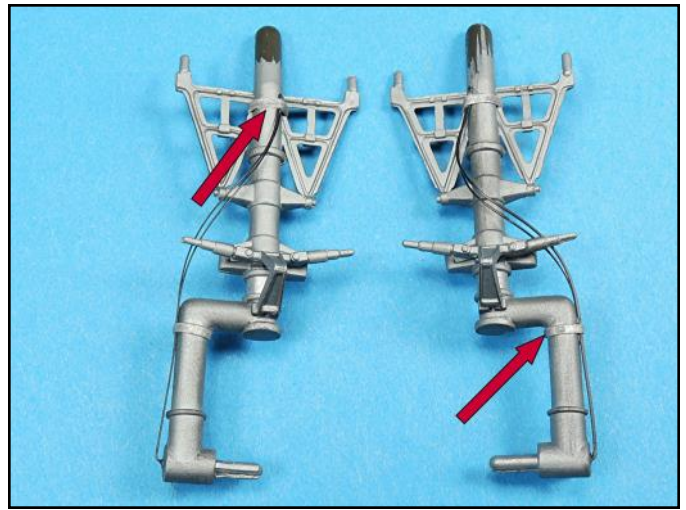
To slightly fade the olive drab color and the upper surface decals, medium gray pencil pastel dust was applied with a wedge shaped makeup sponge. Light gray pencil pastel dust was applied around the engine nacelles.



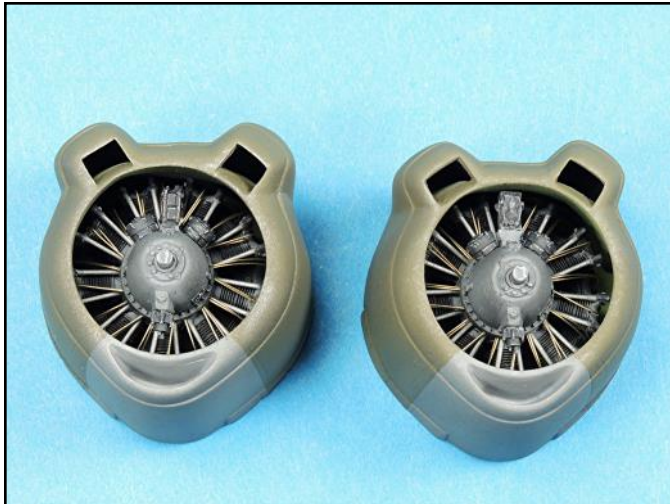
The application of the dust needs to be from front to back to replicate the effects of the airstream over the surfaces. The staining from the fuel caps was done with a stiff flat brush and dark gray dust. The model was sealed with dullcoat.



The landing gear were airbrushed with dullcoat, dark gray pastel dust was applied and then the parts were sealed with dullcoat.



The brake lines were made from stretched black sprue, and the clamps were made from thin lengths of masking tape painted silver.



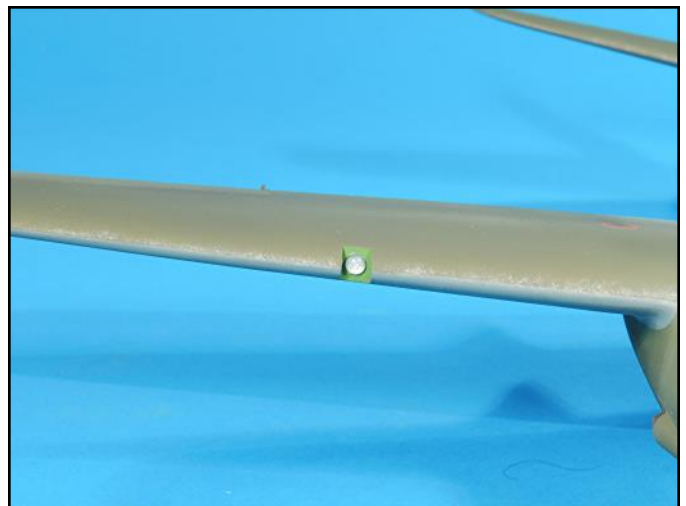
The engines were super glued into place. Be sure the positioning of the depth of the engines from the front is the same on both cowlings.



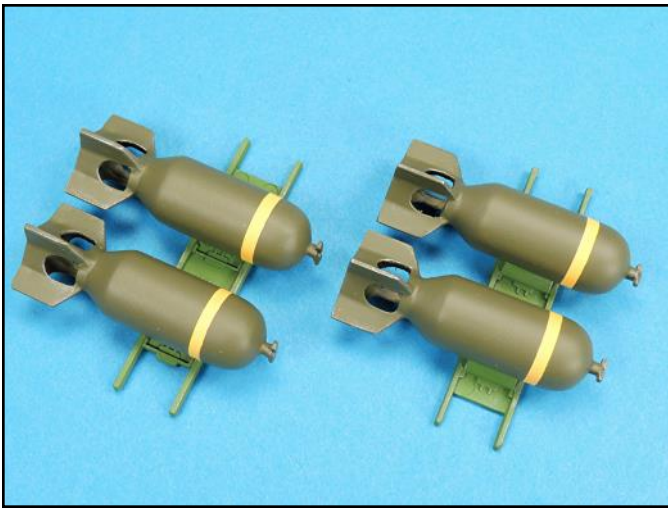
The right cowling would not sit flush against its engine nacelle, so additional resin material had to be carefully scraped off the engine backing until the assembly fit correctly.



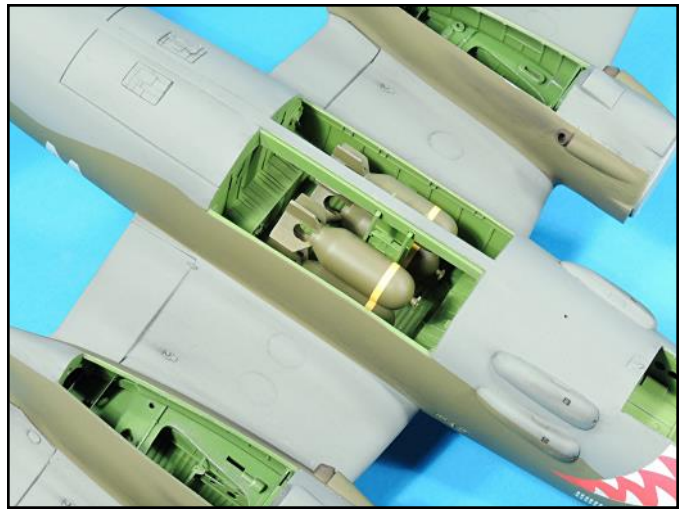
The leading edge wing lights has their backings painted silver and red. They were attached with tiny drops of white glue.



The leading edges of the wings and the elevator also received subtle drybrushing with silver paint applied with a flat brush using a light stippling motion.



The paint on the bomb attachment locations was scraped off and then bombs were super glued into place.



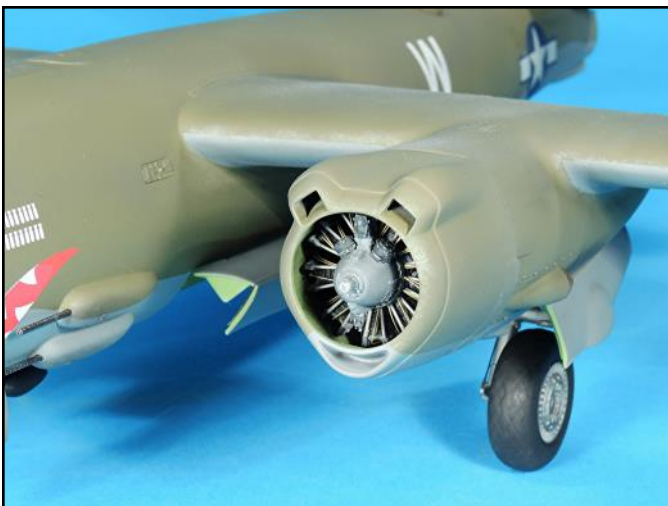
The assembled bomb racks were attached with tiny drops of white glue. The streaking effect behind the raised appendages and the dark color outlines of the flaps were achieved by using the makeup sponges to apply the dust.



The bomb bay doors, then the landing gear and finally the landing gear bay doors were all glued into place.



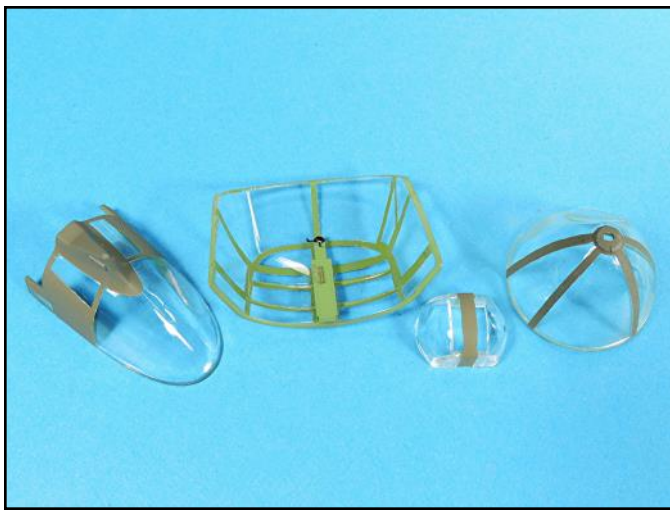
The engine cowlings were glued into place with slow set super glue.



The engine cowlings look great, and they fit well onto the nacelles. The guns for the gun packs were glued into place first and then the engine cowlings were attached.



The clear parts were carefully masked with tiny strips of masking tape. The framing on the clear parts is very subtle, and the edges have almost no depth. This makes masking around them a challenge.



The first layer of paint on these clear parts was the interior color and then the olive drab color. Before removing the masking, the surfaces were drybrushed with silver paint, weathered with medium gray pastel dust and sealed.



The clear parts were attached with white glue. The cockpit canopy required several applications of white glue to fill the tiny voids around it.



The tail turret was assembled, attached to its clear part, and then white glued into place. The upper clear canopy was then attached with white glue and any voids were filled with white glue and then touched up with a detail brush.



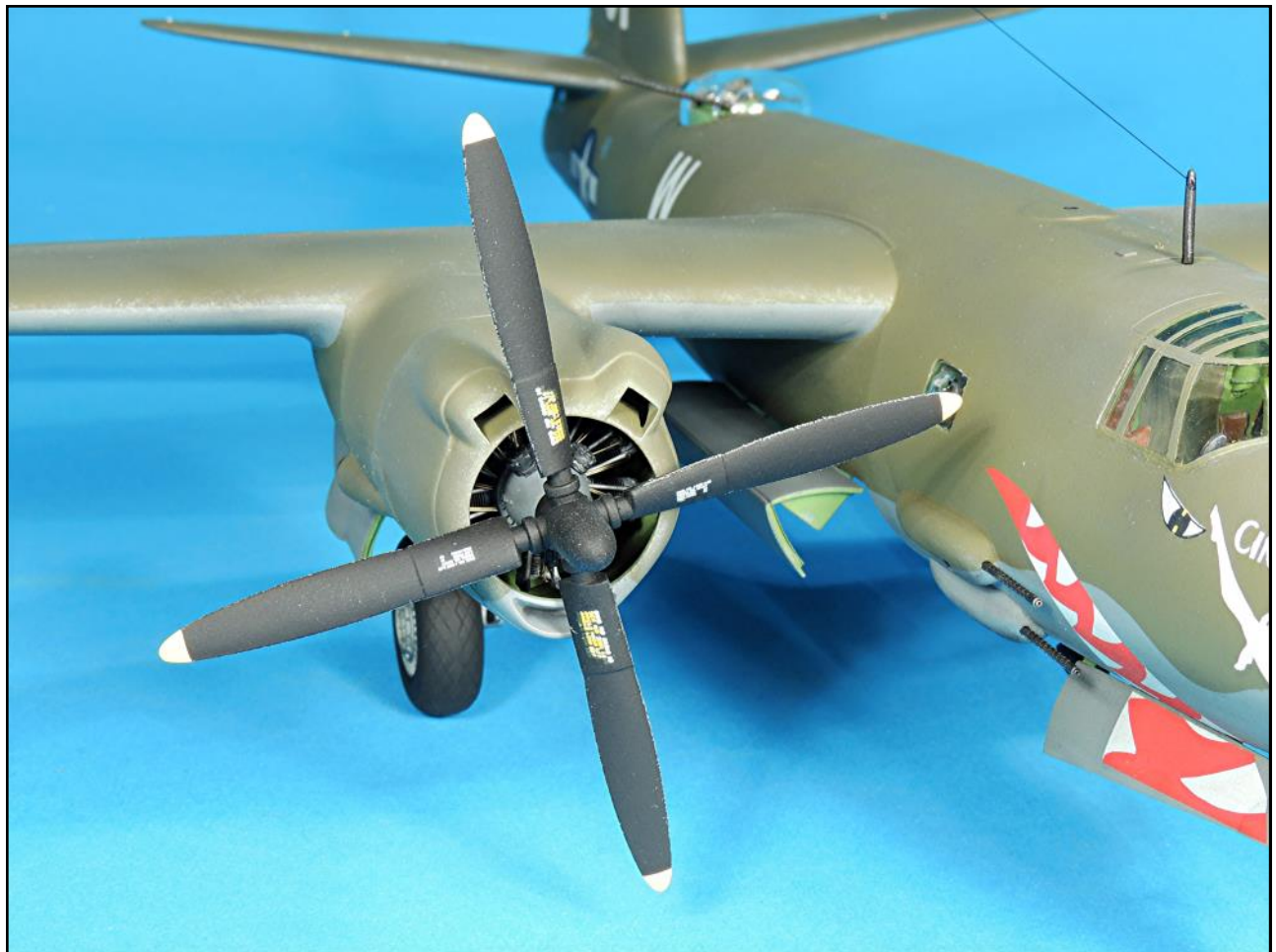
Small drops of white glue were applied to the turret ring and then the turret was inserted into the ring.



The antenna wire is nylon sewing thread inked with a black indelible marker. The wire was attached to the rudder, run through the hole in the antenna, masked to the canopy, glued into place, and then the excess trimmed off.



The propellers were attached with Testors red tube glue, so that they could be positioned. The pitot tubes on both wings were attached and positioned with white glue.









**AMT-ESCI-ERTL KIT**

**MONOGRAM-REVELL KIT**